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Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-82 (canceled).

Claim 83 (new): A retrofit system for controlling a consist of at least a first locomotive and a second locomotive, said consist having a master control for indicating a desired operating mode of the consist, a communication link for providing command information corresponding to the desired operating mode from the master control to a first locomotive control and a second locomotive control, and wherein the first locomotive control is responsive to operator input provided to the master control to control the operating mode of the first locomotive, and wherein the second locomotive control is responsive to operator input provided to the master control to control the operating mode of the second locomotive, said operator input indicating a desired operating mode from a plurality of operating modes, said retrofit system comprising:

a performance profile for storing previous operating time information for each of the first and second locomotives, said performance profile being coupled to the communication link;

a first processing module coupled to the communication link and responsive to the desired operating mode from the master control to selectively provide a modified operating mode to the first locomotive control, and wherein the first locomotive control is responsive to the first modified operating mode to determine a mode of operation of the first locomotive;

a second processing module coupled to the communication link and responsive to the desired operating mode from the master control to selectively provide a modified operating mode to the second locomotive control, wherein the second locomotive control is responsive to the second modified operating mode to determine a mode of operation of

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the second locomotive, and wherein, in at least one mode of the plurality of operating modes, the modified operating mode of the second locomotive is different as compared to the modified operating mode of the first locomotive; and

wherein the first and second processing modules access the performance profile to determine the operating mode of the first and second locomotives, respectively, as a function of the previous operating time information of each of the first and second locomotives.

Claim 84 (new): The system of claim 83, wherein the modified operating mode of the first locomotive corresponds to a first throttle setting and the modified operating mode of the first locomotive corresponds to a second throttle setting, wherein the first throttle setting is greater than the second throttle setting when the previous operating time of operation of the first locomotive is less than the previous operating time of the second locomotive, and wherein the first throttle setting is less than the second throttle setting when the previous operating time of the first locomotive is greater than the previous operating time of the second locomotive.

Claim 85 (new): The system of claim 83, wherein the first locomotive is a lead locomotive operating at a first operating mode, and wherein the second locomotive is a trail locomotive operating at a second operating mode.

Claim 86 (new): The system of claim 83 further comprising a link to a GPS indicating a position of the consist and wherein the operating mode of the first and second locomotives is a function of the position of the consist as indicated by the GPS.

Claim 87 (new): The system of claim 83, wherein the operating mode of the first and second locomotives is a function of a location of the crew member such that the operating mode of a locomotive in which a crew member is riding is less than an operating mode of a locomotive in which a crew member is not riding.

Claim 88 (new): The system of claim 83, wherein the communication link providing command information from the master control is comprised of a wired communication

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facility.

Claim 89 (new): The system of claim 83, wherein the communication link providing command information from the master control is comprised of a wireless communication facility.

Claim 90 (new): The system of claim 83, wherein first and second processing modules further determine the operating mode of the first and second locomotives, respectively, as a function of a determined fuel consumption rate of at least one of the first and second locomotives.

Claim 91 (new): The system of claim 83, wherein first and second processing modules further determine the operating mode of the first and second locomotives, respectively, as a function of a determined power consumption rate of at least one of the first and second locomotives.

Claim 92 (new): A retrofit system for controlling a consist of at least a first locomotive and a second locomotive, said consist having a master control for indicating a desired operating mode of the consist and a communication link for providing command information corresponding to the desired operating mode from the master control to a first locomotive control and a second locomotive control, wherein the first locomotive control is responsive to operator input provided to the master control to control the operating mode of the first locomotive, and wherein the second locomotive control is responsive to operator input provided to the master control to control the operating mode of the second locomotive, said operator input indicating a desired operating mode from a plurality of operating modes, said retrofit system comprising:

a performance profile for storing age information for each of the first and second locomotives, said performance profile being coupled to the communication link;

a first processing module coupled to the communication link and responsive the desired operating mode from the master control to selectively provide a modified operating mode to the first locomotive control, and wherein the first locomotive control is

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responsive to the first modified operating mode to determine a mode of operation of the first locomotive;

a second processing module coupled to the communication link and responsive to the desired operating mode from the master control to selectively provide a modified operating mode to the second locomotive control, wherein the second locomotive control is responsive to the second modified operating mode to determine a mode of operation of the second locomotive, and wherein, in at least one mode of the plurality of operating modes, the modified operating mode of the second locomotive is different as compared to the modified operating mode of the first locomotive; and

wherein the first and second processing modules access the performance profile to determine the operating mode of the first and second locomotives, respectively, as a function of the age information of each of the first and second locomotives.

Claim 93 (new): The system of claim 92, wherein the modified operating mode of the first locomotive corresponds to a first throttle setting and the modified operating mode of the first locomotive corresponds to a second throttle setting, wherein the first throttle setting is greater than the second throttle setting when the age of the first locomotive is less than the age of the second locomotive, and wherein the first throttle setting is less than the second throttle setting when the age of the first locomotive is greater than age of the second locomotive.

Claim 94 (new): The system of claim 92, wherein the performance profile further defines a power consumption rate of the first locomotive and the second locomotive, and wherein the first and second processing modules determines the power consumption rate for the first and second locomotives, respectively, from the performance profile.

Claim 95 (new): The system of claim 92, wherein the first locomotive is a lead locomotive operating at a first operating mode, and wherein the second locomotive is a trail locomotive operating at a second operating mode.

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Claim 96 (new): The system of claim 92 further comprising a link to a GPS indicating a position of the consist and wherein the operating mode of the first and second locomotives is a function of the position of the consist as indicated by the GPS.

Claim 97 (new): The system of claim 92, wherein the operating mode of the first and second locomotives is a function of a location of the crew member such that the operating mode of a locomotive in which a crew member is riding is less than an operating mode of a locomotive in which a crew member is not riding.

Claim 98 (new): The system of claim 92, wherein the communication link providing command information from the master control is comprised of a wired communication facility.

Claim 99 (new): The system of claim 92, wherein the communication link providing command information from the master control is comprised of a wireless communication facility.

Claim 100 (new): The system of claim 92, wherein first and second processing modules further determine the operating mode of the first and second locomotives, respectively, as a function of a determined fuel consumption rate of at least one of the first and second locomotives.

Claim 101 (new): The system of claim 92, wherein first and second processing modules further determine the operating mode of the first and second locomotives, respectively, as a function of a determined power consumption rate of at least one of the first and second locomotives.